

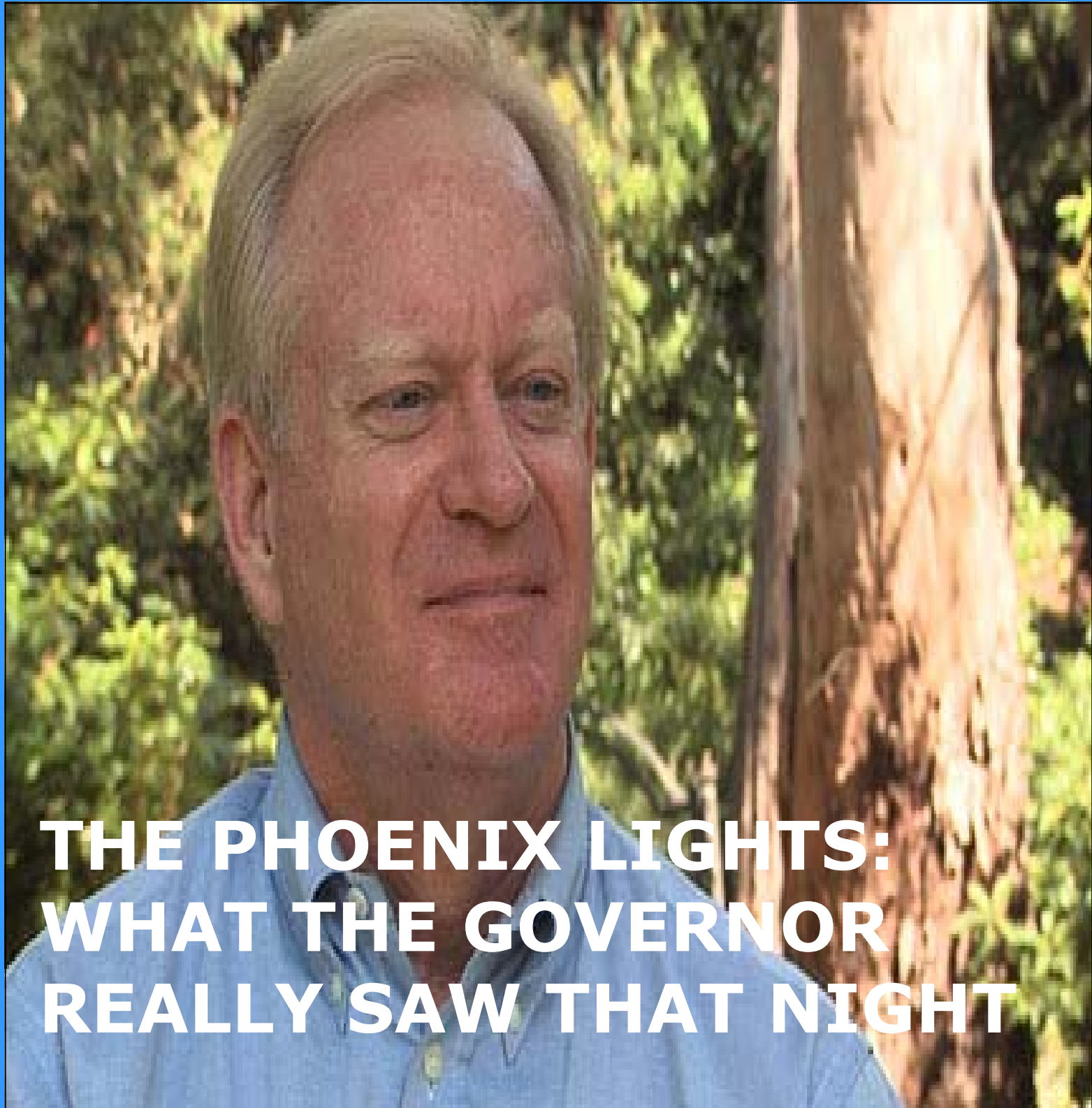
UFO

The Truth is Already Here

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THE PHOENIX LIGHTS: WHAT THE GOVERNOR REALLY SAW THAT NIGHT

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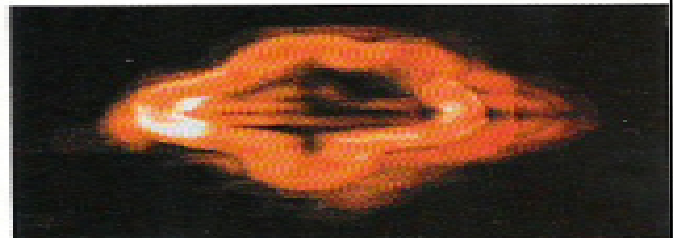
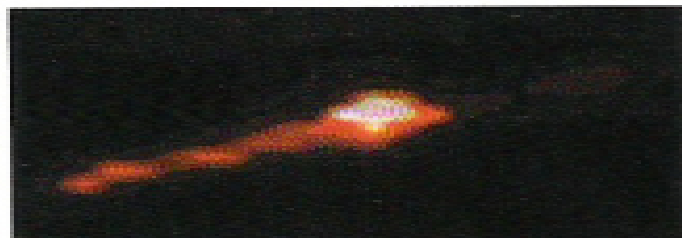
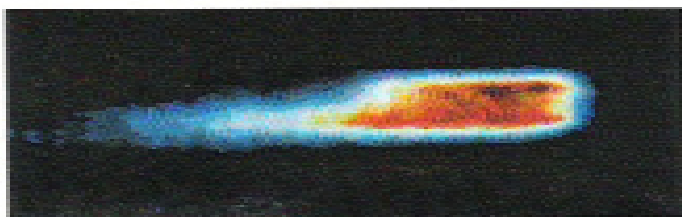
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GARY HESELTINE Editor

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EDITORIAL



Welcome to the 35th issue of UFO Monthly.com. With exclusive articles by Eamonn Ansbro and David Cayton I hope you will enjoy the magazine.

Don't forget next month will be the 36th issue and will mark our 3rd year Anniversary.

Enjoy the magazine.
GH.

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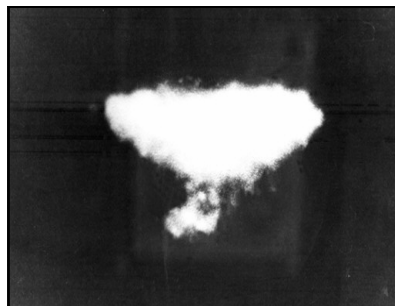
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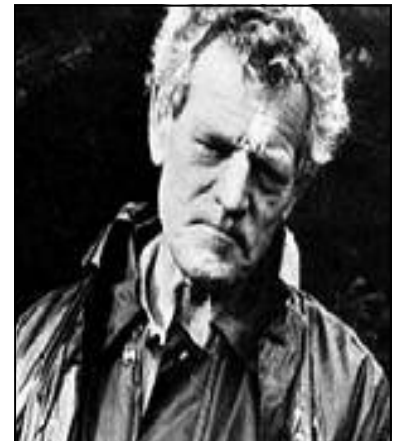
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Enjoy the magazine.

GH.

Cover photo: Courtesy of: customerservice@outofthebluethemovie.com

A New Video Camera for Detecting UFOs

EXCLUSIVE

By Eamonn Ansbro, M.Ast., FRAS

A New Video Camera for Detecting UFOs

Eamonn Ansbro, M.Ast., FRAS

In February this year, the European UFO Survey (EUS) in collaboration with Kingsland Imaging Systems carried out successful tests of a new video camera specifically designed for detecting UFOs.

The EUS is a Swiss-based NGO made up of scientists from 10 countries within the EU. One of the EUS missions is to test and encourage the use of better camera equipment by researchers throughout Europe. Better quality images will be able to provide scientists with data of scientific value (e.g. to shed light on possible propulsion mechanisms).

EUS is using a number of active UFO areas in France to try out the new instrumentation. On 10th February, 2007 the EUS conducted a range of tests in Brest, Brittany. Interestingly enough this is where France has its main naval facilities.

To put the new tracking video camera through its paces, clusters of helium-filled balloons were launched during an 8 hour testing programme. The weather conditions were extremely blustery. This helped the targets move in a fast, erratic fashion, similar to some UFOs manoeuvres. It was possible to record footage at a long distance and with good resolution in close-ups.

On the 11th February the team went to a different location where there was known UFO activity near an ancient megalithic site, this time. The Kingsland imaging system was left behind since the preceding

day's tests had been so successful. At 18:30 a UFO appeared at a distance and was captured by the EUS teams' cameras. The UFO can be seen moving in two of the images (see photos).

Future Plans

After the success of the new tracking camera the EUS is planning further pilot tests in other regions of France in the coming months. This will include comparison tests with conventional camcorders, which will highlight the new video camera's capabilities in the near infrared part of the light spectrum.

Some scientists speculate that

more UFOs may be visible in the infrared or ultraviolet than in the visible wavelengths which the human eye can see. The famous Mexican footage of 2004, shown on the main news on North American television channels, was taken with military infrared cameras on board an aircraft. This was a good example of imaging UFOs using infrared.

Special Cameras for UFOs? Why Are They Necessary?

Modern cameras and video cameras have become quite sophisticated. So why are UFO videos and images frequently of such poor quality?

Image resolution is often so poor that even sophisticated





software programs cannot bring out more detail. As a result, it is difficult to get useful scientific data. Blurry, poor-quality images cannot be analysed to reveal more structural detail; to discover physical characteristics such as size, speed and distance; or to get information on chemical composition and electrical discharge which could reveal information about propulsion mechanisms.

The European UFO Survey (EUS) was eager to assist UFO researchers in obtaining images that would be of scientific value. They approached Kingsland Imaging Systems because of their familiarity with a wide range of astronomy and optical equipment, and because of their familiarity of the challenges posed by UFO phenomena. This often involved moving objects at a long distance and poor light conditions. EUS asked Kingsland to develop a video camera system that would capture

better quality images yet cost no more than €3000 in total—a challenging task.

If we learn more about modern imaging technology, we will quickly understand why conventional commercial equipment performs so poorly with moving, long-range targets such as UFOs, and we will learn what characteristics are needed to succeed.

How light is collected – camera sensors

Modern cameras use electronic sensors. While camera advertisements talk about the number of “pixels”, they don’t mention that not all pixels are the same. The highest-quality CCD cameras have “deep pixel wells”—the pixels are both broad and deep. These large pixels can record the electrical activity even when it is very faint—such as in low light conditions. But the pixels of standard cameras are not this sensitive. So

comparing the number of pixels can be very misleading.

One also needs a sensor with electronics that can clear its electrical image data in a fraction of a second, so that one can get clear images of moving targets.

The surface area of the CCD sensor is important. The larger it is, the more pixels it can contain. More pixels—especially when they are part of deep pixel wells—mean that there are more electrical impulses recorded by the sensor, and there are more specific details. When there is more detail at the electrical level, then the image will have more detail. Also, when the detail is present at the electrical level then software imaging programs can improve the image quality even more. But this is not possible if the sensor didn’t register enough detail to start with.

Zoom lens characteristics

Not all lenses are the same! Zooming in for a close up can be done in two ways: optically (by a special glass lens), or digitally (using software). The common video cameras found in most stores use mostly digital zoom. Why? –Because it is much less expensive. But the results are also poor: when you use a digital zoom lens on a distant target, it just makes the pixels bigger. This means you get large, ugly square pixels instead of more detail.

To get more detail, you have to rely on optical zoom. This requires a high-precision glass lens that can get a lot of magnification by using optics and not software. High accuracy lenses of this kind are expensive, yet they are crucial for getting clear images of distant targets.

Matching the right camera with the right lens

This is an art in itself. Not only must you choose a high-quality camera sensor, and the right kind of lens, you also have to be able to combine the specific characteristics of each so that they bring out the best in one another. This has to do with matching the size of the sensor and the lens so that no light is lost. It also has to do with matching the responsiveness of each to certain parts of the light spectrum.

Supporting the camera properly

A hand-held camcorder will give results that are not useful for scientists. Was the object moving? Or was the photographer's hand moving? It is impossible to tell, so it's not possible to get accurate information about speed,

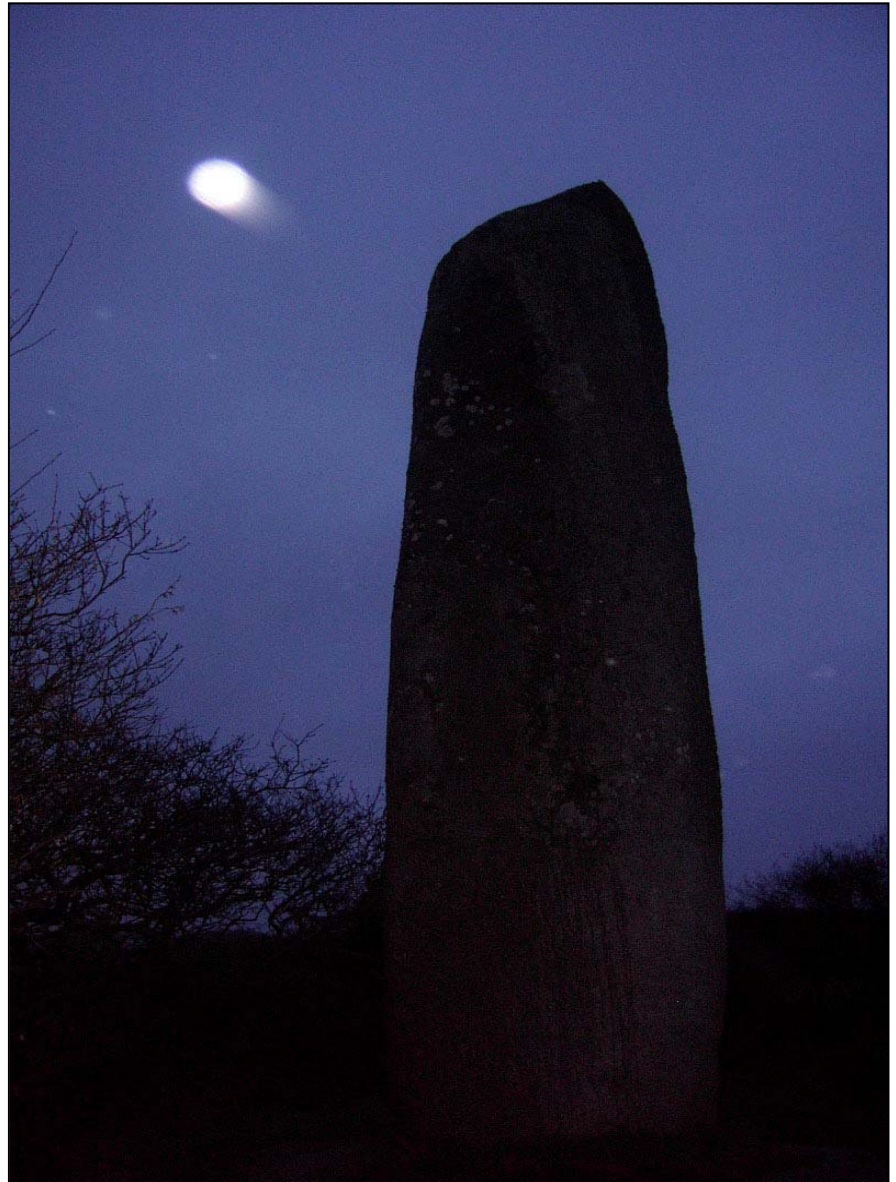
distance, size, etc. Even when a tripod is used, when a photographer moves the camera there will be slight jerks at the beginning and end of each movement. Additionally, when the lens is magnifying at 10x or more, any little jiggles in the camera produce big distortions in the image. The result? Blurry images.

A better option is an electronically controlled "pan

for missions requiring portability.

The right controller

The controller is crucial. It must have a wide range of movements—up, down, left and right—and a quick response time. Ideally, a controller will offer independent control of two or more cameras. Why is this important?



and tilt" mounting, which provides optimal stability even at high magnification, and which can buffer the camera movements. This can be fixed into position for permanent outdoor monitoring, or it can be mounted with a suitable plate onto a specially designed tripod

When two or more cameras are used, triangulation can be used to accurately calculate the distance, speed and size of a target. Also, there is the possibility of using cameras that respond to different kinds of light waves.

For example, one could use a camera with a sensor for the optical wavelengths together with a different camera which is sensitive to the infrared or ultraviolet wavelengths. Infrared and ultraviolet cannot be seen by the human eye—but the right camera and lens combination can achieve this. By combining cameras of different sensitivities, one can obtain scientific data of great significance. The invisible can become visible.

Mission accomplished

Discovery 1 - is the successful result of the EUS challenge to Kingsland Imaging Systems. It is a high-sensitivity black and white video camera system designed to capture superior images. It has image intensification so that it can get clear pictures even in dim light.

Its high-speed electronics show fast-moving targets with clarity. Its high-performance mechanical zoom lens yields high resolution even at long distances. Its sophisticated controller allows

an observer to control up to 5 cameras independently from a single location.

The camera's housing is designed to withstand most weather conditions, enabling a researcher to work from indoor comfort. Best of all, its sensor enables imaging within the near infrared as well as the visible light spectrum.

This is a tool for discovery. It is the hope of EUS and Kingsland Imaging Systems that **Discovery 1** will enable observers around the world to add to our knowledge by capturing sharp, clear images that stimulate scientific research, fascinate the public, and inspire us to discover more.

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info@kingslandimaging.com

About the author

Eamonn Ansbro is an astronomer based at Kingsland Observatory, Ireland. He has made a number of discoveries, including the discovery of a new star (nova) and of a hydrogen envelope around the rings of Saturn. He also has extensive professional background in meteorology and industrial optics.

He is currently undertaking astronomy research relating to the distribution of Edgeworth-Kuiper Belt Objects.

Eamonn Ansbro 2007

EDITORIAL COMMENT

Yet another interesting article from Eamonn. Thanks once again. **GH**



MASS SHEEP DISAPPEARANCE HENNEYMOOR FARM NOTTINGHAMSHIRE 2000

This case involves sheep and lambs and also pregnant ewes. There were four separate dates of the animals vanishing without trace but only one of these 'abduction' events was from within a secure large barn shed.

In the other three cases the sheep and lambs were taken from the SAME open field but with NO traces of vehicle wheel

in the Farmers Guardian newspaper offering £10,000 reward for information leading to the arrest of the people responsible for the 'theft'!

When I arrived to interview the Estate Manager, Walter Gaunt, he told me about the other three events! In total over the four incidents they had lost a total of 1516 animals!

Mr. Gaunt observed that it would have taken them at least two (daylight) hours, plus the assistance of sheep dogs, to load 248 sheep up into cattle trucks.

Taking so many sheep would have required a great deal of noisy manoeuvring by large vehicles and it is highly likely that conventional animal rustlers would have been detected long before they could have finished their 'attempted' theft!

Furthermore, he told me that as the ewes were lambing, they were feeding them high protein pellets, so everytime they slid open the barn doors, the chorus of bleating from all the ewes was deafening, as they would expect their feeding troughs to be filled up with their special ration of food!

Another important factual observation he made to me was that (as evidence that the animals had NOT been moved from the barn into trucks on the 'normal' way) when they move animals from the barn to trucks, they are 'distressed' and as a result they urinate and defecate a lot. The result being a concrete yard that is always a complete mess!

The three previous 'losses' were all from the same field on the Estate and that resulted in their insurance company refusing to insure for any animals put in that particular field. Not only that they also had their premium charges increased considerably. Thus the reason why they made the appeal for information in the farming press and the offer of £10,000 reward!



marks or animal tracks and associated dung droppings etc.

I will now give you the full details of the barn 'abduction'. This incident occurred in the early hours of Sunday April 2nd, 2000 at Henneymoor Farm which is one of several farms that form part of the Welbeck Estate (formerly owned by the Duke of Portland) near the town of Worksop in the County of Nottinghamshire. The Estate Manager had placed an advert

As they were at the height of the lambing season, the shepherd was busy in the barn until late, about 1.30am. He returned at about 6am and in that five and a half hour timeframe, the 248 in lamb ewes he left secure in the barn had silently disappeared! The farmhouse and the farm dog were only 20 meters away, nothing was heard and strangely the normally alert dog did not bark!



Interestingly, Mr. Gaunt said that the sheep were very reluctant to be put into that particular field because something was 'spooking' them?

I guess that he had figured out for himself who was responsible, before I gave him any clues, because he made a very pointed comment that "it was as if helicopters and come down and winched all the sheep up into the sky"!

He reckoned that they had been 'targeted' and he expected this to happen again!

The police investigated but could not offer any clues or evidence as to the identities of the thieves.

I was the only person to respond to his appeal advert and the farmer was pleased that I had done so however

having failed to apprehend our ET 'friends' into custody no fat cheque was forthcoming for David!

David Cayton 2007

Thank you for this very interesting case. **GH**





NOTTINGHAMSHIRE

Date: 20 March 2007

Time: 23:40 (approx)

Weather: Dry, cold, no wind, clear skies.

Courtesy of Micheal Hall

My wife and I were watching TV in bed. I glanced out of the bedroom window across the open fields at the rear of my home and I saw a single bright ball of red light moving in a straight line in the darkness. Initially I thought that it was a rear tail-light of a motorcycle but the light seemed to pulse with intensity at times and then started moving backward in my direction.

I knew that there is a road in that vicinity and so I thought that perhaps it was a vehicle. However, as I watched more intently, the light became more erratic in its movements and I alerted my wife who also saw what was happening. The light was covering a lot of ground fairly quickly and seemed to be pointing in different directions. I assumed that this accounted for

the "pulsing" effect, in that the light appeared brighter as it pointed in my direction momentarily. I went to the bedroom window to try and get a better view of what was happening and to be sure that what I was seeing was not a reflection in the glass of the window.

The light was being directed around and over the ground and I could see red light being reflected back off the surface of the field as the beam was passed over it. It was moving very quickly and I then gained the impression that it was not a vehicle due to its quick movements in different directions. It was difficult to judge what the height of the light was.

The light then seemed to disappear for a few seconds and then reappeared closer to the dark horizon and in front of some trees, which were silhouetted against a hazy light from the city of Nottingham in the distance. The red light appeared stationary for a second or two before shooting off at great speed toward a nearby airfield which is used now only for gliding. The light must have been

moving very fast – much faster than vehicles travelling on the nearby A46 at the same time. It then passed out of my view behind my neighbours' house. I did not hear any noise which may have been associated with this event. The speed of its travel surprised me greatly. Unfortunately, my wife was not in a position to view this happening.

The following morning I observed the area in which I saw the light and I judged that it had been in an open ploughed field in the direction of Kneeton village about halfway between the estate where I live and the village. I could see that the only road leading to the village was nowhere near the area where I saw the light. I also judged that when I saw the light shoot away it must have been over the same field in which I had seen it but at about 20–50 ft in the air.

Courtesy of Michael Hall

Photo: Below

The following morning I took some photographs from the same window from where I observed the light.



**March 12th 2007:
Bulkington Village,
Nuneaton,
Warwickshire
England**

Location: Bulkington Village,
Nuneaton, Warwickshire, UK-
Date: 12/03/2007:
Approximately 6:30pm
Approach Direction: Overhead
when first noticed moving slowly
away from me in the direction
of my driving. West to East.
Departure Direction: To the east.

Witness Direction: Facing the
departing object (eastwards).

Description: I was driving
through the village in an
easterly direction when I
suddenly noticed a very unusual
object above and slightly in
front of me. As far as I can say
it seemed to be a very strongly
defined (both in colour and
density), black smoke ring.
The ring was perfectly
symmetrical and lay in a
horizontal plane.

I followed the ring for some five
miles but it was always gaining
distance and eventually it
seemed to collapse into an
irregular ball of (still very Black
and dense), smoke and slowly

became less discernable against
the approaching night sky over
Wolvey.

Color/Shape: A perfectly
formed and uniformly distributed
Thin ring of dense black smoke.
Well defined against an evenly
coloured darkening evening sky.

Height & Speed: Half way up
towards the cloud base, and
probably travelling around
40mph away from Bulkington
Church towards Wolvey.TV/
Radio/Press: Not reported to
my knowledge.

Courtesy of UFOINFO

2007 UFO mystery at RAF Lakenheath

Mystery surrounds claims that
jets from RAF Lakenheath were
called to intercept a UFO.
UFO experts claim to have a
recording which they have
posted on the internet as proof
that London Military Air Traffic
Control contacted a flight of
US Air Force F-15s from the
base, after a UFO was picked
up on their radar on January 12.

But air traffic control denies
making the call – and RAF
Lakenheath will not comment
without having more detail
over the alleged incident.

Steve Johnson, features writer
for UFO Data Magazine, said:
"We are still looking into it and
we have made a Freedom of
Information request to the
Ministry of Defence and have
also contacted RAF Lakenheath
– but they haven't got back to
us yet."

The magazine and UFO Monitors
East Kent are analysing an
audio file picked up by radio
enthusiasts purporting to be a
call made by London Military
Air Traffic Control to a crew of

F-15s flying out of RAF
Lakenheath.

They claim it tells the American
airmen to intercept an unknown
target at 3,000 to 4,000ft.



The F-15s get a radar lock on
the target and make a 'pass'
at 17,000ft and then again at
17,700ft.

Pilots described the black rock
like object as unlike any aircraft
they have ever seen.

"One pilot was heard to say to
another: 'Did you see that?'
And the other replied: 'Yes, but
I don't want to talk about it,'"
said Chris Rolfe, of UFO Monitors

East Kent. It is also claimed that
the object occasionally appeared
to come to a complete halt.

UFO monitors are unable to
give a location or a time for the
incident, saying only that it
happened in the afternoon.
The base itself said it was unable
to look into the incident without
these details.

A spokesman for London
Military Air Traffic Control said:
"I've spoken with both the civil
and military supervisors at
London Control. Neither has
any record of an intercept
request on or around January
12 – and intercept requests are
recorded – so I cannot verify
this account."

**Bury Free Press
Published Date: 27
March 2007
Location: Bury St
Edmunds**

See page 12 for the story of the
famous 1956 UFO radar case.

CLASSIC CASE

Radar Observations of Unknown Craft over Bentwaters - August 1956

Written by Sam Willey

The following UFO case was one of many featured in Project Blue Book, a project ran by the United States Air Force between 1952 and 1970 designed to study unknown aerial phenomenon. The events began late at night on August 13th 1956 and extended five hours into the early hours of August 14th 1956. Two radar operators, at two military bases in the east of England one of which was RAF Bentwaters the scene of the historic and well documented Rendlesham Forest incident of 1980 repeatedly tracked single and multiple objects. According to United States Air Force reports the sighting could not be explained by erratic weather nor could it be explained by radar malfunction the objects were very real and to this day have never been explained. The incident occurred as follows:

The events began at 9:30pm (GMT) when Airman 2nd Class John Vaccane of the US Air Force at RAF Bentwaters tracked a single unknown object on ground controlled approach radar. The object appeared 25-30 miles east south-east and moved at a constant 295 degree heading across the scope. The object travelled 40-50 miles in only 30 seconds and was calculated travelling at speeds of between 4,800 and 6,000-mph. The target was lost 15-20 miles north west of RAF Bentwaters.

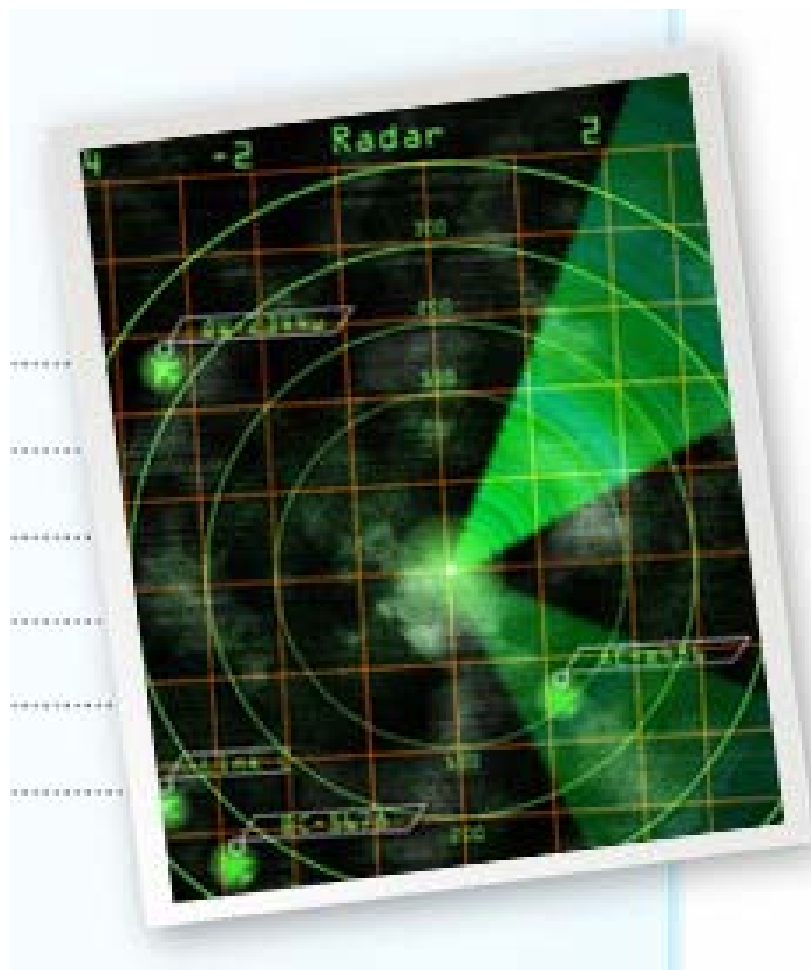
Only a matter of minutes later at around 9:25pm a group of

around 12-15 objects were picked up on radar 8 miles south west of Bentwaters. The group of objects appeared to move as a group toward the north east at varying speeds. Reportedly the fleet covered a 6-7 miles area on the scope.

The blips faded considerably at a point 14 miles north east of Bentwaters and were then tracked approximately 40 miles north east of Bentwaters when they apparently merged together into one single strong blip which was several times larger than a B-36 aircraft which was the largest operational bomber in history. The single blip appeared stationary at the point 40 miles

from Bentwaters for 10-15 minutes then moved 5-6 miles north east and stopped again for 3-5 minutes. The single object then finally moved out of radar range (50 miles) at 9:55pm the average speed of the objects was calculated to be between 290 and 700-mph.

At 10:00pm yet another object was picked up about 30 miles east of Bentwaters and tracked to a point about 25 miles west of the station the object was tracked for a total of 16 seconds. The radar operator estimated



the speed of this object to be in excess of 4000 mph but the time and distance figures indicated a speed of roughly 12,000 mph.

According the Project Blue Book report on this incident another object was picked up on radar at 10:55pm. The object was picked up 30 miles east of Bentwaters moving towards the

Just after the search was launched one of the controllers noticed a stationary blip on scopes at an indicated position 20-25 miles south west of Lakenheath. The night watch supervisor called the GCA unit at Lakenheath to see if they were also picking up the stationary object and they confirmed the target. As Lakenheath RATCC personnel

of British airspace not positively identified in my sector of responsibility."

"I remember Lakenheath USAF base telephoning to say there was some thing "buzzing" their airfield circuit. I scrambled a Venom night fighter from the Battle Flight through Sector and my controller in the Interception Cabin took over



west at an estimated speed of 2,000-4,000-mph the object disappeared from radar 30 miles west of the station. At this point someone at Bentwaters GCA station called Lakenheath RATCC station asking the night watch supervisor if he had any 4,000 mph targets on his scopes and described the track of the 4th object.

The caller also stated that the control tower at Bentwaters had reported seeing a bright light passing over a field from east to west at a "terrific" speed at around 4,000 feet in altitude. The caller also mentioned that at the same time a pilot of a C-47 aircraft reported a bright light go directly under his aircraft and again the light was reported at going east to west. The night watch supervisor at Lakenheath was sceptical of the reports but had all controllers start scanning radar scopes using full MTI (moving target indicator).

watched the target it began to move in a north north-east direction at approximately 400-600 mph. Personnel explained there was no build up in speed it was just constant from start to finish. The night watch supervisor at Lakenheath contacted the local AFB command personnel and kept them informed of the events from this point on.

After 30-45 minutes the RAF scrambled a De Havilland Venom Night Fighter aircraft to investigate the unknown. F.H.C Wimbledon who was Chief Controller on duty at the main RAF Radar Station in East Anglia on the night stated the following about the scrambling of the aircraft - "I was Chief Controller on duty at the main RAF Radar Station in East Anglia on the night in question. My duties were to monitor the radar picture and to scramble the Battle Flight, who were on duty 24 hours a day, to intercept any intruder

control of it. The Interception Control team would consist of one Fighter Controller (an Officer), a Corporal, a tracker and a height reader. That is, four highly trained personnel in addition to myself could now clearly see the object on our radarscopes."

The Venom fighter was vectored by RATCC radar to the site of the object which according to the night watch supervisor was stationary at the time at an altitude of 15,000-20,000 feet and was about 16 miles south west of Lakenheath, soon after Lakenheath informed the pilot that the target was dead ahead of him.

The pilot acknowledged the transmission and said he had his radar fire-control system locked on target. After a brief pause the pilot radioed back and said he had lost the target and asked Lakenheath if they still had the object on radar.

Moments later Lakenheath RATCC informed the pilot that the target had made a swift circle movement and was now behind the aircraft, the pilot confirmed and said he would try and shake it. The pilot then tried a number of evasive manoeuvres but was unable to loose the object, during this time the object was still being picked up on radar and a 500 feet distance was registered between the object and the aircraft.

According to the Project Blue Book report the pilot said he was not able to shake the object and requested assistance. After around 10 minutes the first venom pilot said he was returning to base as he was very low on fuel, according to the Lakenheath night watch supervisor the object followed the aircraft a short distance as the pilot headed south south-west towards London and then resumed a no movement state. F.H.C Wimbledon stated the following:

"I then scrambled a second Venom which was vectored toward the area but before it arrived on the scene the target had disappeared from our scopes and although we continued to keep a careful watch was not seen by us."

"The fact remains that at least

nine RAF ground personnel and two RAF aircrew were conscious of an object sufficiently "solid" to give returns on radar. Naturally, all this was reported and a Senior Officer from the Air Ministry came down and interrogated us."

Following the aerial chase the did not leave the area straight away the night watch supervisor at Lakenheath stated the following -

"The target made a couple more short moves, then left our radar coverage in a northerly direction - speed still about 600 mph. We lost target outbound to the north at about 50-60 miles, which is normal if aircraft or target is at an altitude below 5000 feet (because of the radiation lobe of that type radar [a CPS-5])."

Project Blue Book reported that the object was lost at around 3:30pm.

J. Allen Hynek who was a well known and respected consultant to the Air Force regarding unknown aerial phenomenon made the following remarks about the events - "It seems highly unlikely, for instance, that the Perseid meteors could have been the cause of the sightings, especially in view of the statement of observers that shooting stars were exceptionally numerous that evening,

thus plying that they were able to distinguish the two phenomena. Further, if any credence can be given to the manoeuvres of the objects as sighted visually and by radar, the meteor hypothesis must be ruled out."

The Condon report its its analysis of the case stated the following - "In summary, this is the most puzzling and unusual case in the radar-visual files. The apparently rational, intelligent behaviour of the UFO suggests a mechanical device of unknown origin as the most probable explanation of this sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out."

To this very day the events of that night back in 1956 have never been explained.

Sources of Information

(including quotes) - "UFO's over Lakenheath in 1956" by James E. McDonald (The flying saucer review Vol 16 No 2, 1970) and UFOcasebook

Written by Sam Willey (Alienationsam.com)

prufospolicedatabase.co.uk

PRUFOS Police Reporting UFO's

John Kuhles will interview Gary Heseltine
1 Oktober 2006

on UntoldMysteries Radio
Need2Know.eu

Detective Constable and serving Police Officer
Gary Heseltine

'Huge UFO'
Witnessed by
Police Officer

France opens secret UFO files covering 50 years

France became the first country to open its files on UFOs Thursday when the national space agency unveiled a website documenting more than 1,600 sightings spanning five decades.

The online archives, which will be updated as new cases are reported, catalogues in minute detail cases ranging from the easily dismissed to a handful that continue to perplex even hard-nosed scientists.

"It is a world first," said Jacques Patenet, the aeronautical engineer who heads the office for the study of "non-identified aerospace phenomena."

Known as OVNI in French, UFOs have always generated intense interest along with countless conspiracy theories about secretive government cover-ups of findings deemed too sensitive or alarming for public consumption.

"Cases such as the lady who reported seeing an object that looked like a flying roll of toilet paper" are clearly not worth investigating, said Patenet.

But many others involving multiple sightings - in at least one case involving thousands of people across France - and evidence such as burn marks and radar trackings showing flight patterns or accelerations that defy the laws of physics are taken very seriously.

A phalanx of beefy security guards formed a barrier in front of the space agency (CNES) headquarters where the announcement was made, "to screen out uninvited

UFOlogists," an official explained.

Of the 1,600 cases registered since 1954, nearly 25 percent are classified as "type D", meaning that "despite good or very good data and credible witnesses, we are confronted with something we can't explain," Patenet said.

On January 8, 1981 outside the town of Trans-en-Provence in southern France, for example, a man working in a field reported hearing a strange whistling sound and seeing a saucer-like object about 2.5 meters (eight feet) in diameter land in his field about 50 meters (yards) away.

A dull-zinc grey, the saucer took off, he told police, almost immediately, leaving burn marks. Investigators took photos, and then collected and analyzed samples, and to this day no satisfactory explanation

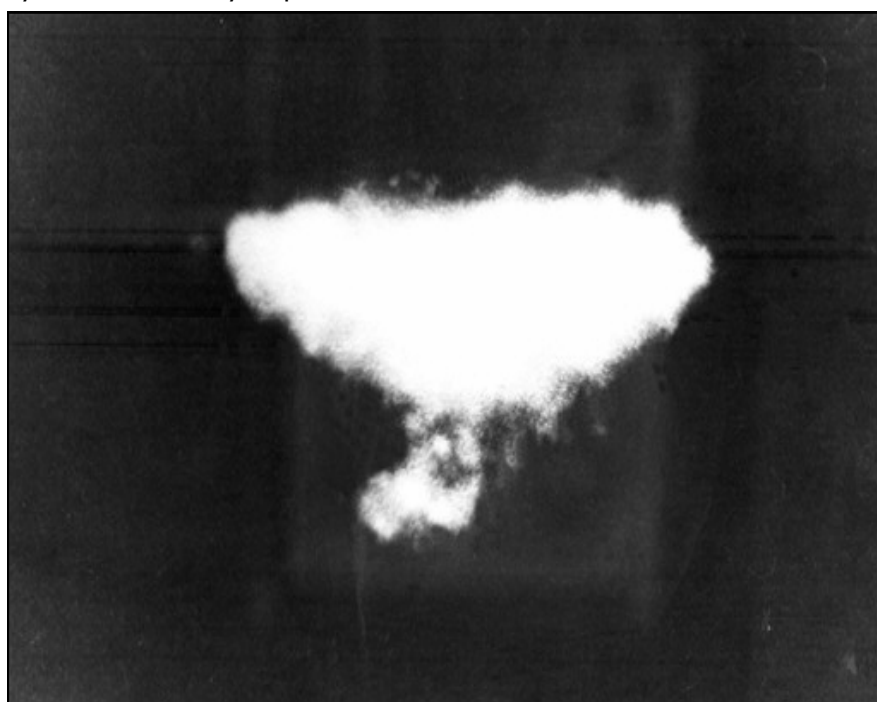
has been made.

The nearly 1,000 witness who said they saw flashing lights in the sky on November 5, 1990, by contrast, had simply seen a rocket fragment falling back into earth's atmosphere.

Patenet's answer to questions about evidence of life beyond Earth was sure to inflame the suspicions of those convinced the government is holding back: "We do not have the least proof that extra-terrestrials are behind the unexplained phenomena."

But then he added: "Nor do we have the least proof that they aren't."

The CNES fields between 50 and 100 UFO reports ever year, usually written up by police. Of these, 10 percent are the object of on-site investigations, Patenet said.



Other countries collect data more or less systematically about UFOs notably in Britain and in the United States, where information can be requested on a case-by-case basis under the Freedom of Information Act.

"But we decided to do it the other way around and made everything available to the public," Patenet said.

The aim was to make it easier for scientists and other UFO buffs to access the data for research.

The website itself - which crashed host servers hours after it was unveiled due to heavy traffic - is extremely well organized and complete, even including scanned copies of police reports.

To visit the website:
www.cnes-geipan.fr

**Courtesy of AFP and
Breitbart.com**



WHAT THE GOVERNOR REALLY SAW: THE PHOENIX LIGHTS—THE TRUTH

Wednesday, March 21, 2007
Former governor says he saw UFO

It's not everyday a former governor tells you he witnessed a UFO that he believes came from another world. Ok, that's an understatement. I don't believe a person who has served as a governor has ever uttered such words on camera. But

governor held a news conference after the sightings in which he claimed the case had been solved. At that point, a man in an alien costume walked into the room. That "alien" was his chief of staff.

The former governor told me he held the news conference (which in all fairness, many found very amusing) to create some levity

veteran who served in Vietnam and is highly doubtful it was some secret military craft.

Symington said he did privately try to have people investigate the sightings, but got nowhere. But for the first time, he is talking about it publicly, and saying that not only was he not concerned, but he would love to see a sight like this again.

What was it? Frankly, I have no idea and wouldn't hazard a guess. But Symington's revelation a decade later only adds to the mystery surrounding this event.

Posted By Gary Tuchman,
CNN Correspondent:
5:52 PM ET

"Governor Symington was born in New York City in 1945 and was raised in Maryland. He graduated from Harvard University in 1968. Governor Symington served with the United States Air Force and was stationed at Luke Air Force Base, Glendale, Arizona. He received the Bronze Star for service in Vietnam and he attained the rank of captain. He was partner with Lincoln Property Company from 1972 to 1976 and was the founder of the Symington Company which he was involved from 1976 to 1989. Mr. Symington was elected Governor in 1991 in a run-off election held February 26, 1991. He took office on March 6, 1991. Governor Symington served as chairman of the Western Governor's Conference from 1992 to 1993. He married Ann Pritlaff and they have five children."

Courtesy of CNN



that's what Fife Symington, who served as governor of Arizona for six years in the 1990s, just did.

Symington took me to a park in Phoenix where he says he saw what is now referred to as the "Phoenix Lights." Exactly 10 years ago, thousands of Arizonans saw an object in the sky described by witnesses as larger than a football field with brilliant lights. It was also videotaped by many. Witnesses say it made no noise.

Symington was governor at the time, and not only did he never publicly mention that he saw it, but there are many who feel he ridiculed those who did. The

in a state where many people might have been getting panicked. Fast forward a decade.

The creators of a film about UFOs called "Out of the Blue" contacted Symington because they are updating their documentary. After being asked questions about the 1997 episode, Symington told the filmmakers that he did indeed see the UFO but said nothing publicly, in part, because he didn't want to scare Arizonans.

Symington told me that what he saw in the sky that night was "otherworldly" and he believes it was an "alien spacecraft." He is a U.S. Air Force

THE DEATH OF ROBERT TAYLOR WHO WAS THE VICTIM OF A UFO ATTACK IN IN THE WOODS OF LIVINGSTON IN 1979

It is my sad duty to report that Close Encounter witness Robert (Bob) Taylor sadly passed to spirit on Wednesday the 14th of March due to Bronchial pneumonia. His family and friends were with him when he passed to spirit.

Bob for those who don't know, was the witness in what's known as 'The Livingston Incident' which occurred in Dechmont Woods near Livingston Central Scotland in 1979 when he came across what he claimed was a 'Spaceship' with two circular devices in a clearing in the woods. The two circular devices 'attacked' Mr Taylor rendering him unconscious. This case was Investigated by myself and fellow Scottish researcher Stuart Campbell.

A week before he died, Bob's family read out to him, my concise article about his case from the January edition of UFO Data magazine edited by Russel Callaghan, he smiled and stated that this was EXACTLY how it happened and he was very pleased in my reporting of the event. Bob's family were also pleased with the article in UFO Data as they have supported their father's claims knowing him as a truthful reliable and honest father who would certainly not have made up a story such as this.

I felt it only right to mention the passing of Bob to the UFO Community because at the end of the day, having worked on this case, I can safely say that this WAS a classic, there is no two ways about it. Very seldom do you come across a case such as this that has a witness so

truthful and honest and through no fault of his, was propelled into what could only be called 'the Twilight Zone' something so far removed from his day to day



reality, something that he wasn't looking for, something, that to the day he died he stated DID happen. Cases like Bob's keep me at the forefront of the UFO subject simply because of working with the witness, meeting his family, getting to know them and the whole story.

Yes of course there are similar stories, but I can't speak for

them. I can only vouch as one of the two main researchers of the Livingston Case that this is a classic case. That something very real occurred that day, something which will always stand the test of time as one of Scotland's most alluring and fascinating UFO cases.

It goes without saying that Bob Taylor will be sadly missed, but if anyone now knows the mystery to the UFO Enigma, it will now certainly be Bob.

I would like to state one thing here. Could I ask that this news be kept just to the UFO community, I do NOT want this news being leaked to the press. Mr Taylor's family is having a tough time at the moment as it is and the last thing they want is for the press to get wind of this and stir it all up again. Robert's funeral will be on Wednesday the 21st of March.

Courtesy of Malcolm Robinson



3RD PARAQUEST ANNUAL CONFERENCE

**Saturday
28th April
2007
Sale**

**Masonic Hall,
Tatton Road,
Sale,
Cheshire, M33
7EE.**

Alan Murdie

Alan is the chairman of the world famous ghost club, and a renowned speaker on the subject of the paranormal. Alan is also a prolific writer, publishing many local ghost guides and is currently researching Victorian and early 20th century ghost cases.

Clint Denyer

Clint is a qualified Parapsychologist, Psychic Practitioner, and Remote Viewer, Writer, and Presenter. A Researcher in Egyptology, Ufology,

Ancient Civilisations, and the Universe we live in. He has lectured at many of the top UFO conferences around the UK, and presents his own weekly radio show on the Paranormal.

Ian Morison

Ian Morison works on the SETI (Search for Extraterrestrial Intelligence) project at Jodrell Bank Observatory, part of the University of Manchester. He believes that the Galaxy is teaming with extraterrestrial intelligence - it's just a question of finding it.

**Dr Jackie
Jones-Hunt**

Jackie has researched the experiential and theoretical aspects of shamanic paranormal phenomena, Out of body experiences (OBE's), Near Death experiences (NDE's) and mediumship for over 25 years. She has taught Psychical Research and Consciousness Studies at Warwick University

and other colleges in the UK intermittently between travel and research for over twenty years. She is author of *Séances with God: God through the Ages* and teaches Consciousness Studies/Psychical Research at Strathclyde University and Paisley University, Glasgow, Scotland.

**Paraquest
Conference**

**Saturday
28th April 2007**

Venue:

**Sale Masonic Hall
Time : 10am to
5:30pm**

**Tickets £12:50 in
advance £15:00 on
the door**

**Make cheques
payable to:**

Paraquest

**Send an A5 stamped
address envelope
(for programme,
tickets ,etc)to:**

John Slater

Tel 0161 969 870624

Broad Road

Sale

Cheshire

M33 2AL

THE BIG PICTURE: WORLDWIDE UFO SIGHTINGS

ARGENTINA

March 3rd 2007: Near Parque Luro, La Pampa

The Journal of Hispanic Ufology
March 22, 2007
Source: www.analuisacid.com
Date: 03.20.07

Photos taken by architect Gabriel Vergara in Argentina. The image on the road was taken on March 3, 2007 in the province of La Pampa, near Parque Luro, using an Olympus Digital Camera.

The second photo, showing a tree, is from February 24, 2007. Taken with a Canon PowerShot S3. Both cases involve objects that the witness did not see at the moment he pressed the shutter. The images presented here are clippings of the originals.



AUSTRALIA

March 7th 2007: Dianella, Perth, Western Australia

Location: Dianella, Perth, WA,

Australia

Date: 7/3/07 10:45 local time

Approach Direction: north

Departure Direction: south
(about above Morely)

Witness Direction: east

Description: I was driving home from the beach. As I approached the junction which I was turning right (south) I had a red light. I saw a very shiny object which I concluded is reflecting the sun light, about 1km away (very ruff estimate). It looked as if it was a plane taking off by the angle it was flying but it was so shiny so I kept looking at it from interest.

It stopped when it was directly in front of me. The shine reduced (I assumed at the time the craft was making a turn and changing the direction of the light reflection). Then another craft took off, I saw it flying at

the same angle as the first one, it was below the height of the first craft but flying at the same speed.

By this time the first object started to be less visible. By the

time the second object reached a point directly below where the first object was stopped, the first one had already disappeared from my sight.

The second object disappeared after stopping. (about 2 or 3 seconds after it seemed to have stopped in the air, it disappeared)!

There were no trees, clouds or objects that were blocking my view of the flying objects! I was directly in front of them until about 10 seconds of their disappearance!

Colour/Shape: It was hard to determine the exact colour of the objects as they were pretty small in my view. But from the light shining on the first object it looked like a very sharp light. Which would suggest a metallic shiny metallic colour.

Height & Speed: I can't even be sure I would guess close because I'm not sure the distance of the objects (because I don't know how big they were) it seemed as though if it was an airplane it would've been taking off at normal speed.

TV/Radio/Press: I am reporting this sighting due to my personal interest. I was fortunate enough to see these strange flying objects (not for the first time) and I was like to be informed (please) if anyone else has reported the same sighting.

BRAZIL

March 24th 2007: João Pessoa, Paraíba

Cross-Shaped And Neon Like Beams Of Light
Date: March 24, 2007

Time: 10:45 p.m.
 Location of Sighting: João Pessoa - PB - Brazil
 Number of witnesses: 1
 Number of objects: 2
 Shape of objects: Cross-shaped.
 Full Description of event/sighting: (Latitude: 7° 06', South. Longitude: 34° 53', West +3GMT)
 I was relaxing in a hammock at my veranda at the 6th floor facing South, 100 m from the beach to the left East direction. The night was warm with a clear sky, apart from a few very small clouds (probably stratus about 2000m). Suddenly, I've noticed two not so bright amber orange objects travelling at very high speed from West towards East in a sort of 'erratically' side by side path. I was astonished and could hardly breath. Then I've noticed they were both cross-shaped with lights at the extremities and neon like beams of light connecting the pair of lights to form the cross - there was also a very discrete orange glow around each craft.

The UFOs turned right at a wide angle towards Southeast, while one crossed below the other and from that point they kept perfect parallel paths, without the previous random components, travelling straight. At that point I could observe them passing above, or through a small cloud. By estimating the angular size of the objects ($\sim 1^\circ = \sim 0.018$ radian) and multiplying this by the estimated high of that kind of cloud we guess they measured $\text{length} = \sim 2000\text{m} \times 0.018\text{radian} = 36\text{ m}$ which turns up to be about 111 ft. I'd called my husband but by the time he understood where to look and what for, he could not see anything.

CANADA
March 10th 2007:
Hammonds Plains
Nova Scotia

Hammonds Plains, Nova Scotia
 Object Hovering Close To Car And A Humming Sound
 Date: March 10, 2007
 Time: 2:30 - 3:00 a.m.
 Location of Sighting: Hammonds Plains (Kingswood/Voyageur Run).
 Number of witnesses: 2
 Number of objects: 1
 Shape of objects: Uncertain.

Full Description of event/sighting: It was the night of March 10th 2007 at around 2:10 in the morning. Me and my best friend were sitting in his car waiting to go on a school-organized trip to Quebec.

The bus left at 5:00 am so my friend and I decided to stay up and wait to drive to the bus and sleep the whole drive up. We decided to wait on a new road that connected two different subdivisions (Voyager Run and Kingswood). The road was off of a lake and had no streetlights because it was just built. We parked the car near the only source of light, which I believe was a little watershed or hut with one light bulb at the top.

While sitting in the car my friend pointed out a bright white light in what we assumed was a far distance in comparison the trees on the lake. At first my friend thought it was a planet because of the random blinking of the light. After looking at this light for 5 minutes the passenger window become streaky and slightly fogged. After the streaks were formed we both realized this light was moving by keeping our heads completely still and by comparing the close streaks on the window to the light in the distance. Once we made this realization after about 10 minutes of the movement of the light we noticed a drastic increase in the speed it was moving and could notice that it wasn't moving sideways anymore but towards us and

was getting bigger. After watching this light move closer for 2 minutes, 3 more lights other than the original white flashing light were becoming visible. The other lights were, a very light blue on the left side, a bright red on the opposite side, and an even brighter white/yellow light on the top which would make it a triangle if it weren't for the other original flashing white light which was flashing slower and in different places making the shape unrecognizable.

At this point the shape was still to far to recognize a flying pattern which was the last thing leaving my friend and I to believe it still might be an airplane or something explainable. After only another minute or so trying to interpret what this was the distance this thing seemed to travel in a short period of time seemed unbelievable. Once the object seemed to be close enough to be able to hear an engine I rolled my window down. As soon as my window went down I can't explain the feeling I got instantly, it was a feeling of panic. My friend panicked as well because the object was hovering with a very slight humming sound over the lake in front of us.

As the object was getting close it moved in a very slight up and down movement but continued to move in a forward direction. The object wasn't very high in the sky, maybe about a 10 storey building. The way it moved made it hard to tell a shape. I only got about a 5-10 second detailed look at it. I am positive that I saw a curve to the shape on one side. The curve seemed to y light up with three different

HAWAII
March 14th 2007 :
Haleakala

Haleakala, Hawaii A Large Airship Coming From Over The Ocean

Date: March 14, 2007

Time: Dusk.

Aloha Brian, Once again I have observed UFO activity on Haleakala, but this time I had a witness! It started up right at dusk on a clear evening. There were sporadic bursts of light all over the face of the mountain, as well as above it. These were different intensities and colours, sometimes moving, sometimes stationary. After watching from my porch on the shoreline for about 30 minutes, we jumped in the car to get a better vantage point.

As we drove up the coastline heading north, we noticed a large airship coming in from due north across the open ocean. It had three very bright headlights in front, and wings on either side. It made a beeline for the mysterious facility on the north slope of Haleakala where the activity was centred. No commercial airplanes go near this part of the mountain. The airship was flying very low and slow, and as it passed over our car, we noticed it did not make a sound.

Our view was impaired for a few moments by trees as we sped to keep it in sight, but by the time we emerged into the clear again the ship had disappeared from the skies. This was a matter of a minute or so. No way it could have landed at the airport 15 miles away. This dispelled the theory that the ship was investigating the occurrence, it seemed they were participating!

The mountainside quickly became covered in clouds, so we turned back home. As we looked across the valley to the West Maui Mountains, we noticed a string of very bright lights moving along the face of those cliffs in a straight line formation! It only lasted a few minutes, then all went quiet.

I hope someone else on Maui noticed all this activity and will take the time to write in and related their experiences! Thanks for the opportunity to share this report!

MEXICO Late February/Early March 2007: Near Atizapan Airport

March 19, 2007

Source: www.analuisacid.com

Date: 03.17.07

MEXICO: UFO OVER ATIZAPAN AIRPORT

Airliner captain Miguel Hernandez Aguirre informed researcher Alfonso Salazar about the sighting of an unidentified flying object in the vicinity of Atizapan Airport in the state of Mexico.

The witness was in the company of a flight instructor aboard a Cessna 150 aircraft. They were forced to suspend their take-off manoeuvres when they observed what they thought at first was another airplane about to come in for a landing at the airport in question.

This traffic, as Captain Hernandez described it, was descending as though coming in for a landing, but rather than doing so, descended into a canyon located on the northern end. By this time they had been given the green light for take off. When passing over the highway, the instructor told him that the strange object was flying above the canyon.

Subsequently, [the Cessna] rose into the air, conducting its normal flight operations, and they did not see the object again.

According to the description given, the object looked like a metal sphere; they cannot recall the date with any certainty, explaining that the

event took place several weeks ago, perhaps in late February or early March 2007. Captain Hernandez added that on another occasion, during a night flight, he witnessed three red lights flying over a hill adjacent to Atizapan Airport.

(translation (c) 2007, S. Corrales, IHU. Special thanks to Ana Luisa Cid, Alfonso Salazar and Capt. M.H.Aguirre)

NEW ZEALAND March 17th 2007: Havelock North, Hawkes Bay

Location: Havelock North/Hawkes Bay/New Zealand
Date: 03/17/07 aprox. 9.30pm local time

Approach Direction: South west
Departure Direction: south west
Witness Direction: west
Description: Looked like an upside down bowl boarded by lights.

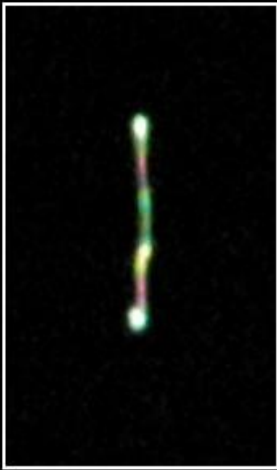
You could only see the outline of it because of the small dotted lights. It came from a south westerly direction and was hovering up then down at which point I ran to grab my hunting binoculars but it had disappeared by the time I'd got them. I stood outside for 10minutes afterwards but didn't see it again.

Colour/Shape: An upside down bowl shape with yellow lights.
Height & Speed: Unknown but about the same height as the clouds.

TV/Radio/Press: Not known.

POLAND March 13th 2007: Sandomierz

Alleged Pulsating UFO
Photographed over Sandomierz [13/03/07]
Sandomierz [Swietokrzyskie],
March 13th 2007.



SANDOMIERZ, 13/03/07
autor: Marcin Popek

NPN

colours from blue and green to red making it in very rapid motion. The object was three times bigger than other stars visible at the moment. To compare the image of alleged UFO with that of normal stars, the witness shot some additional photos. Regarding this case we must consider some pro and contras.

One of the easiest possibilities said that the witness saw a bright star or other object while its twinkling was only a optical illusion. Anyway, it doesn't explain the unusual pulsation and disappearance of the object within 10 minutes (according to the witness there were no clouds therefore it the disappearance was of 'strange kind'). Mr. Popek wasn't sure what the object was but that it didn't resemble any known object.

USA March 18th 2007: Stratford, Connecticut

Location: Osborne St. Stratford, CT Date: Sunday, 03/18/07 5:30 pm eastern standard time Approach Direction: south Departure Direction: north Witness Direction: east Description: the object was all white and cigar shaped. It was a very clear day no clouds. The object travelled very fast and made no noise. I was able to take one picture with my digital camera before it was too far away. It was lower than the jet contrail but flew higher than the local private planes. Colour/Shape: white cigar shaped. Height & Speed: could not tell.



SANDOMIERZ, 13/03/07
autor: Marcin Popek

NPN

On 13th March at about 9:30 pm, Marcin Popek from Sandomierz (Swietokrzyskie) saw a strange light in the sky. He stressed that the visible object differed from stars with intensive and pulsating, multicolour lights. He managed to take a photo of the alleged UFO. An object pulsating with multicolour light was positioned on high altitude in the south-western part of the sky, circa 30 degrees over the horizon. In the time of the sightings

weather conditions were very good and the sky was clear so the witness was able to compare the object with other visible stars.

After several minutes of observation the witness decided to capture the object with his Olympus 510 UZ camera. "I wasn't able to get a tripod to make my photos better" – he complained. During the sighting the object was continuously changing its

March 10th 2007: Seacliff, California

Seacliff, California Object Looked Like A Flat Egg/Curved Diamond In Shape
Date: March 10, 2007
Time: 10:00 p.m.
Number of witnesses: 3
Number of objects: 1
Shape of objects: Flat egg/curved diamond.

Full Description of event/sighting:
It flew higher than a tree, lower than a plane, small and dinner table size. It was flat and wispy transparent although it was a cloudless sky, glided along at a medium speed in a straight line very smoothly. It was oval diamond shaped and a slight shade of brown compared to the sky, and it had three staggered lights (the middle one farther in front) in a curved line through its middle.

March 6th/17th/22nd 2007 : Pensacola, Florida

Pensacola Florida Elliptical Orbiting Lights
Date: 03-06,03-17,03-22,2007
Time: 8:00 pm - 1:00am
Location of Sighting: Pensacola FL
Number of witnesses: 3
Number of objects: ?
Shape of objects: Elliptical orbiting lights.

Full Description of event/sighting:
On March 6th in Pensacola FL, I noticed a slow moving spot light with an alternating pattern of green red and blue lights. About star sized, this was believed by me to be an aircraft at high altitude. However, it struck me that the pattern of light dispersal was not anything like an airplane. I am located some 5 miles from Pensacola N.A.S. and see On March 6th in Pensacola FL, I noticed a slow moving spot light with an alternating pattern of green red and blue lights. About star sized, this was believed by me to be an aircraft at high altitude. However, it struck me that the pattern of light dispersal was not anything like an airplane.

I am located some 5 miles from Pensacola N.A.S. and see airplanes

all the time at all hours of the day & night. I am aware that this sighting is not conclusive but it's not an isolated incident either, for I have seen the same occurrence prior to this and afterwards on different nights. On 03-06 about 9-11 pm central the object was above my home tracking westward at a slow but noticeable pace. It seemed that the pattern was changing lights but upon further magnification that was not the case at all. I first looked at the object through binoculars, and then through a scope. The lights are all lit at the same time and are orbiting symmetrically around the object and only two colours are visible.

The crafts rotating field of spinning lights seems to polarize only one spectrum of light in the direction that it is viewed.. red, green etc. but upon closer magnification there are two tracing vertical ellipses with one or two satellites of light making the pattern. The pattern rotates horizontally around the centre which is not visible. Judging by the distance travelled overhead, I would guess the craft is 60 to 100 meters and being orbited by the eclipsing satellites at a rate of about 2 to 5 orbits per second.

Oddly, there were no other aircraft sighted or heard during the time it was in view, despite being located near two airports and NAS. It was in view for approx 30 minutes, from east to west horizon until it disappeared out of view. It seemed not to descend but rather ascend as it travelled because it did not sink into the horizon it just shrank.

Again, On 03-17 at around 8 pm, it was sighted by me and my father just before I took my children home from his house. This time the pattern was stationary over the western sky approximately 20 degrees above horizon. This was witnessed by myself, my father and my children. after driving a few blocks we stopped at an intersection facing the pattern.

Then, in a single moment, the object shifted it's position completely by 90 degrees...to the southern horizon at the same 20 degree level. No trail of warped light, just one moment it was here and then it was over there. After

driving south for about 5 minutes we stopped to look for the object and saw that it was stationary appearing north westerly and emitting a bright white light from within the eclipsing light location.

At first I thought it was a star, but the red light of the pattern was quickly visible aside the white light when I saw it. It was not moving and was visible to anyone who looked up.

And then on 03-22-07 again I spotted it stationary, no white light, about 30 degrees over the eastern horizon. I watched but the lights and the pattern never moved, so I went inside and watched it as it swayed north and south over the eastern horizon for 10 to 20 minutes until it disappeared from sight suddenly.

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**All sighting reports courtesy of
Brian Vike HBCC Research**

CLASSIC CASES

The Malmstrom AFB UFO/Missile Incident 1967

by Jim Klotz and Robert Salas security patrols and maintenance crews that they had seen UFOs.

This is the story of extraordinary events that happened in 1967 to US Air Force Strategic Air Command Missile Combat Officers and other enlisted personnel; Missileers assigned to operate, maintain, and protect the [Minuteman Intercontinental Ballistic Missile](#) , an essential part of America's Cold War strategic nuclear deterrent.

please note that in previous versions of this presentation, we stated that Robert Salas was on duty in the November-Flight LCC. Later research and witness testimony has revealed that it was actually Oscar-Flight.

ECHO-FLIGHT

In central Montana, Thursday morning March 16 1967, Captain Eric Carlson and First Lieutenant. Walt Figel, the Echo-Flight Missile Combat Crew, were below ground in the E-Flight Launch Control Centre (LCC) or capsule. The Echo Flight LCC was located between Winfred and Hilger, about fifteen miles north of Lewistown.

Missile maintenance crews and security teams were camped out at two of the Launch Facilities (LFs), having performed some work during the previous day and stayed there overnight. During the early morning hours, more than one report came in from the



A UFO was reported directly above one of the E-Flight (LF) or silos. It turned out that at least one security policeman was so affected by this encounter that he never again returned to missile security duty.

Around 8:30 a.m., Figel, the Deputy Crew Commander

(DMCCC), was briefing the Carlson, the Crew Commander (MCCC), on the flight status when the alarm horn sounded.

One of the Minuteman missiles they supervised had gone off alert (become inoperable) It was one of the two sites where maintenance crews had camped out on site. Upset, thinking that the maintenance personnel had failed to notify him as required by procedure when maintenance work is done on a missile, that the missile was going 'off-alert' status, Figel immediately called the missile site.

When Figel spoke with the on-site security guard, he reported that they had not yet performed any maintenance that morning. He also stated that a UFO had been hovering over the site. Figel recalls thinking the guard must have been drinking something.

However other missiles started to go off alert in rapid succession! Within seconds, the entire flight of ten ICBMs was down! All of their missiles reported a "No-Go" condition.

One by one across the board, each missile had become inoperable. When the checklist procedure had been completed for each missile site, it was discovered that each of the missiles had gone off alert status due to a Guidance and Control (G&C) System fault.

Power had not been lost to the sites; the missiles simply were

not operational because, for some unexplainable reason, each of their guidance and control systems had malfunctioned.

Two Security Alert Teams (SAT, "strike teams") were dispatched from Echo to those sites where the maintenance crews were present. Figel had not informed the strike teams that one of the on-site guards had reported a UFO.

On arrival at the LF's, the SAT reported back to that UFOs had been seen hovering over each of the two sites by all of the maintenance and security personnel present at each site.

Captain Don Crawford's crew relieved the Echo Flight crew later that morning. Crawford recalls that both Carlson and Figel were still visibly shaken by what had occurred.

Crawford also recalled that the maintenance crews worked on the missiles the entire day and late into the night during his shift to bring them all back on alert. Not only had missiles been lost to our deterrent forces, but had remained out of service for an entire day!

Because of this unique incident, as an ex-Missileer describes it: "All Hell broke loose!" Among the many calls to and from the E-Flight LCC one was to the MCCC of Oscar-Flight which links to the equally dramatic story of what happened in another LCC that same morning.

OSCAR-FLIGHT

The Oscar Flight LCC was located a mile or two south of the town of Roy, about 20 miles southeast of the Echo-Flight LCC. The following is as told by Robert Salas who was the DMCCC in O-Flight that morning:

My recollection is that I was on

duty as a Deputy Missile Combat Crew Commander below ground in the LCC, during the morning hours of 16 March 1967.

Outside, above the subterranean LCC capsule, it was a typical clear, cold Montana night sky; there were a few inches of snow on the ground. Where we were, there were no city lights to detract from the spectacular array of stars, and it was not uncommon to see shooting stars.

Montana isn't called "Big Sky Country" for no reason, and Airmen on duty topside probably spent some of their time outside looking up at the stars. It was one of those airmen who first saw what at first appeared to be a star begin to zig-zag across the sky. Then he saw another light do the same thing, and this time it was larger and closer. He asked his Flight Security Controller, (FSC, the Non-Commissioned Officer (NCO) in charge of Launch Control Centre site security), to come and take a look. They both stood there watching the lights streak directly above them, stop, change directions at high speed and return overhead. The NCO ran into the building and phoned me at my station in the underground capsule.

He reported to me that they had been seeing lights making strange manoeuvres over the facility, and that they weren't aircraft. I replied: "Great. You just keep watching them and let me know if they get any closer."

I did not take this report seriously and directed him to report back if anything more significant happened. At the time, I believed this first call to be a joke. Still, that sort of behaviour was definitely out of character for air security policemen whose communications with us were

usually very professional.

A few minutes later, the security NCO called again. This time he was clearly frightened and was shouting his words:

"Sir, there's one hovering outside the front gate!"

"One what?"

"A UFO! It's just sitting there. We're all just looking at it. What do you want us to do?"

"What? What does it look like?"

"I can't really describe it. It's glowing red. What are we supposed to do?"

"Make sure the site is secure and I'll phone the Command Post."

"Sir, I have to go now, one of the guys just got injured."

Before I could ask about the injury, he was off the line. I immediately went over to my commander, Lt. Fred Mewled, who was on a scheduled sleep period. I woke him and began to brief him about the phone calls and what was going on topside. In the middle of this conversation, we both heard the first alarm klaxon resound through the confined space of the capsule, and both immediately looked over at the panel of enunciator lights at the Commander's station. A 'No-Go' light and two red security lights were lit indicating problems at one of our missile sites. Fred jumped up to query the system to determine the cause of the problem. Before he could do so, another alarm went off at another site, then another and another simultaneously. Within the next few seconds, we had lost six to eight missiles to a 'No-Go' (inoperable) condition.

After reporting this incident to the Command Post, I phoned

my security guard. He said that the man who had approached the UFO had not been injured seriously but was being evacuated by helicopter to the base. Once topside, I spoke directly with the security guard about the UFOs. He added that the UFO had a red glow and appeared to be saucer shaped. He repeated that it had been immediately outside the front gate, hovering silently.

We sent a security patrol to check our Less after the shutdown, and they reported sighting another UFO during that patrol. They also lost radio contact with our site immediately after reporting the UFO.

When we were relieved by our scheduled replacement crew later that morning. The missiles had still not been brought on line by on-site maintenance teams. Again, UFOs had been sighted by security personnel at or about the time Minuteman Strategic missiles shutdown.

THE INVESTIGATION

An in-depth post incident investigation of the E-Flight incident was undertaken. Full scale on-site and laboratory tests at the Boeing Company's Seattle plant were conducted.

Declassified Strategic Missile Wing documents and interviews with ex-Boeing engineers who conducted tests following the E-Flight Incident investigation confirm that no cause for the missile shutdowns was ever found. Robert Kaminski was the Boeing Company engineering team leader for this investigation. Kaminski stated that after all tests were done:

"There were no significant failures, engineering data or findings that would explain how ten missiles were knocked off

alert," and "...there was no technical explanation that could explain the event."

The most that could be done was to reproduce the effects by introducing a 10 volt pulse onto a data line. Another Boeing Company engineer on the team, Robert Rigert, came up with this pulse that repeated the shutdown effects 80% of the time, but only when directly injected at the logic coupler. No explanation could be found for a source of such a pulse or "noise" occurring in the field and getting inside the shielded missile system equipment. Others on the engineering team checked other possibilities.

Lightning and problems in the commercial power system were acquitted as the source of the problem. William Dutton, another Boeing Company engineer, checked commercial power interruptions and transients, and stated: "No anomalies were found in this area."

Several military activities and other engineering firms participated in the investigation, but no positive cause for the shutdowns was ever found, despite extensive and concentrated effort.

One conclusion was that the only way a pulse or noise could be sent in from outside the shielded system was through an electromagnetic pulse (EMP) from an unknown source. The technology of the day made generating an EMP of sufficient magnitude to enter the shielded system a very difficult proposition, requiring large, heavy, bulky equipment. The source of the actual pulse that caused the missile shutdowns remains a mystery to this day.

OTHER SIGHTINGS

According to articles from the

Great Falls Tribune newspaper, on February 8, 1967, Louis DeLeon saw two strange objects in the sky which did not look like airplanes and they glowed an orange and red colour while driving east of Chester, Montana. Later, ten miles east of Chester, Jake Walkman was awakened by a bright light at his home. From his back yard he sighted a "flying saucer" shaped object.

The next evening, George Kawanishi, a foreman for the Great Northern Railroad, saw a bright ball of light in the sky directly above the Chester train depot. These are but a few of the sightings which preceded the missile shutdown incidents later in March.

It was during this same period, according to Col. Don Crawford (USAF ret.), that a two person SAT, assigned to Echo Flight, was performing a routine check of the missile launch facilities a few miles north of Lewistown, Montana. As they approached one of the launch facilities, an astonishing sight caused the driver to slam on his brakes. Stunned in amazement, they watched as, about 300 feet ahead, a very large glowing object hovered silently directly over the launch facility. One of them picked up his VHF hand microphone and called then Captain Don Crawford who was the DMCCC on duty that evening "Sir, you wouldn't believe what I'm looking at," he said.

He described what they were seeing. Crawford didn't believe him at first but the young airman insisted he was telling the truth, his voice revealing his emotional state. Eventually Crawford took him seriously enough to call the Command Post to report it. The officer on duty at the Command Post refused to accept the report and simply stated, "We no longer record those kinds of reports,"

indicating he didn't want to hear about the UFO. Crawford unsure of what to tell his shaken security guard, decided to give the guard his permission to fire his weapon at the object if it seemed hostile.

"Thanks, sir, but I really don't think it would do any good,"

A few seconds later the object silently flew away. There were sightings in the area before and after the missile shutdown incidents by military personnel and civilians.

NATIONAL SECURITY

within seconds of each other and that no cause for this could be found.

For many years, the Air Force has maintained that no reported UFO incident has ever affected national security.. It is an established fact that a large number of Air Force personnel reported sighting UFOs at the time many of our strategic missiles became unlaunchable.

The incidents described above clearly had national security implications. In one previously classified message, SAC Headquarters described the

will search for, declassify, and release all information on this case.

Declassified USAF Documents

Use these links to view representative pages from the declassified and released 341st Strategic Missile Wing unit history obtained under the provisions of the Freedom of Information Act as amended.

USAF declassification release letter.
341st SMW unit history cover



During the events of that morning in 1967, UFOs were sighted by security personnel at the Oscar Flight LCC and at one O-Flight LF, and by other security and maintenance personnel at Echo-Flight LFs.

These sightings were reported separately to the capsule crews at both LCCs at or about the same time Minuteman Strategic missiles shut down at both sites. USAF has confirmed that all of Echo flights' missiles shutdown

E-Flight incident as: loss of strategic alert of all ten missiles within ten seconds of each other for no apparent reason and a **"...cause for grave concern...(to SAC headquarters)." (emphasis ours) There is a great discrepancy between the United States Air Force's public position relative to UFOs and national security, and the established facts of this case. We hope that the Secretary of the Air Force**

page.
341st SMW unit history page 32.
341st SMW unit history page 34.
341st SMW unit history page 38.
Strategic Air Command message.

Article courtesy of CUFONsm
The Computer UFO Network
<http://www.cufon.org/>

prufospolicedatabase.co.uk

PRUFOS Police Reporting UFO's

John Kuhles will interview Gary Heseltine
1 Oktober 2006

on UntoldMysteries Radio
Need2Know.eu

Detective Constable and serving Police Officer --
Gary Heseltine

"Huge UFO"
Witnessed by
Police Officer

A WORLD EXCLUSIVE

1958 RADAR CASE

BY DAVID CAYTON

I served 10 years as a Photographer in the Royal Air Force. During my RAF career, certain 'events' sparked my interest and awareness of advanced unidentified aerial craft performing amazing abrupt manoeuvres and speeds, way beyond the capabilities of any of our current aircraft types in the late 1950's. As an example, radar scopes had recorded speeds up to 18000 mph, thirty times the maximum speed of our jet fighters at that time!

The particular incident I am now going to describe took place in

1958 and was recorded by the radar Site at the summit of Mount Olympus, the highest point at 6480 feet ASL of the Troodos mountain range in Cyprus. As photographers from JARIC (ME) Episkopi, we were required to photograph the radar screens as new secret equipment was being tested at that time.

My friend and Air Force photographer colleague, Barry Porter (deceased) was on duty one night, when he realised there were excited exchanges going on between the radar operators. Barry then joined

the Operators in the radar control room with camera at the ready. On the screens they were observing and tracking an 'unknown' target moving North West across the Mediterranean Sea from the direction of the Egyptian coast. A radar site on the North African coast and at RAF Malta were also observing and plotting the unknown object.

All three radar Site operators were conferring with each other confirming speed and direction.

Half way across the Med, the object executed an acute 90



degree right turn north easterly, towards Cyprus .This sharp manoeuvre was achieved without reduction of its high speed or gradual direction change, probably pulling a 'g' force of something in the region of around 150g in the process!

Two QRA (Quick Reaction Alert) Hawker Hunter jet fighters from

and eventually beyond our radar range over northern Turkey.

Early the following morning before Barry and the half dozen other personnel went off duty, a Wing Commander appeared at the Site from H.Q. at Nicosia to warn them not to speak of this event and remind them that they had signed the

technologies, our combat aircraft are still incapable of matching the object's rapid vertical climbs (or descents) from high speed forward flight, in this case a jump of 20,000 feet in the 'blink of an eye'! Nor are we able to execute instant and acute flight direction deviations, or go from being stationary or flying below stalling speeds, then accelerate



RAF Nicosia were then scrambled in a vain attempt to intercept the 'unknown' target. (remember it was during the Cold War era). A short while later the object then suddenly climbed vertically from its height of around 38,000 feet to nearly 60,000 feet in just a second or two, an altitude way beyond the max. operational ceiling for the Hunters.

The object passed Cyprus off the Western coast, still travelling at about 18,000 mph, then crossing the 40 miles of sea to the Turkish mainland

'Official Secrets Act'! (I always wondered why, since the MoD's policy towards public and media is that these things are of 'no defence significance and do not exist'!)

To put this object's flying capability into perspective over 48 years later, the Americans have only recently managed a new aviation record of 5000 mph for a very short duration with an experimental SCRAM jet launched from beneath a flying at high altitude!

Despite our current aviation

to 10,000 mph in just a matter of seconds and then back again in an instant!

We 'Earthlings' are still mere infants in the aviation and space exploration business!

David Cayton
March 2007

EDITORIAL COMMENT

An amazing world exclusive from David. Cases like this one totally destroy the stealth argument.

In Memoriam
I wish to report the sad passing of one of our most
avid readers—Alan Davey
My condolences to his wife Pam

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THE MASS STONEHENGE POLICE SIGHTING— WORLD EXCLUSIVE

